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Hongkong Daily Press.

ESTABLISHED 1857.

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The Highest Possible Award.
JOSEPH
GILLOTT'S
PENS.
Of Highest Quality, and having
Greatest Durability are thorough-
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The Only Award Chicago, 1893
[387]

No. 14,242 第二十四百式千肆萬零第 日九月廿九年十二月光 HONGKONG, TUESDAY, NOVEMBER 17th, 1903 二拜禮 號柒十月壹十年零九月壹英港香 PRICE, \$3 PER MONTH

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PER CASE OF 6 DOZ. PINTS \$15.00
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PER ONE DOZEN PINTS \$2.75
PER ONE DOZEN QUARTS \$3.40
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ESTABLISHED 1841.

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7.30 a.m. to 8.00 a.m. ...Every 10 minutes.
8.00 a.m. to 8.30 a.m. ...Every 15 minutes.
8.30 a.m. to 9.00 a.m. ...Every 10 minutes.
9.00 a.m. to 11.00 a.m. ...Every 15 minutes.
11.30 a.m. to 12.45 p.m. ...Every 10 minutes.
12.45 p.m. to 1.15 p.m. ...Every 10 minutes.
1.15 p.m. to 1.45 p.m. ...Every 10 minutes.
1.45 p.m. to 2.15 p.m. ...Every 10 minutes.
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.
3.30 p.m. to 5.30 p.m. ...Every 15 minutes.
5.30 p.m. ...Every 10 minutes.
NIGHT CARS.
5.45 p.m. & 9 p.m. 9.45 p.m. 11.15 p.m., every hour.
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8.00 a.m. to 9.00 a.m. ...Every 15 minutes.
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9.30 a.m. to 10.30 a.m. ...Every 15 minutes.
10.30 a.m. to 11.00 a.m. ...Every 10 minutes.
12.00 Noon to 1.00 p.m. ...Every 10 minutes.
1.00 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 6.00 p.m. ...Every 10 minutes.
6.00 p.m. to 7.00 p.m. ...Every 15 minutes.
7.00 p.m. to 8.00 p.m. ...Every 10 minutes.
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Extra cars at 11.30 p.m. and 11.45 p.m.
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Hongkong, 5th June, 1903.

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PORLAND CEMENT.
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Care of Daily Press Office.
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A FIRST-CLASS HOTEL IN EVERY RESPECT

Elegantly Furnished Reading, Drawing

Music, Ping-pong and Smoking Rooms.

Private Bar and Two Billiard Rooms for

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Dining Accommodation for 300 persons.

Private and Special Dining Rooms.

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SELECTION OFTHE PUREST AND
BEST CONFEC-
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COMPRISED THE SIMPLER KINDS
TO THOSE OF THE MOST
RECHERCHE DESCRIPTION
DAINTILY PACKED.AN EXCEPTIONALLY GOOD
AS OBSTMENT OF
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NEW YEAR
CARDS.
FOR DESPATCH BY THE HOME
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Letters, &c., and circulars addressed to the Editor,
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All communications should be written on
one side of the paper only.
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already appeared in other papers will be inserted.
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London."

Editorial office, 12, DesVaux Road, E.C.

On the 14th November, at No. 3, Elliot Crescent,
the wife of W. P. Watson, Standard Oil Company,
of New York, died.On the 20th November, at Newchapel, James J.
Cleaves, of the China Merchant's N. Co.On the 3rd November, at his residence, 101, St. John's Road, Liverpool, of a cardiac failure,
Francis E. L. Norrie, formerly Planter
"Sergeant" of the H. M. Forces, Heswall District, Mysore, and
younger son of the late Lieut. WALTER NORRIS,
Madras Army.On the 5th November, at the Dresers' Quarters,
Canning Road, Singapore, GILBERT
WILSON, late Superintendent of the Tan Tock
Seng Hospital, aged 73 years.On the 5th November, at Sophia Road, Singapore,
Capt. M. L. LINDSAY, late Captain R.S.
Inlander, aged 42 years.The Daily Press,
HONGKONG OFFICE: 14, DESVAUX ROAD, E.C.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 17th NOVEMBER, 1903

Is writing yesterday of the threat to
Hongkong's position through British in-
action we might appear to be doing an
injustice to the concessionaries of the Kow-
loon-Canton railway; and this we by no
means wish to do. The question is not, of
course, one which can be settled off-hand.
It is contended, with a great show of force,
that a line from Kowloon to Canton will
never pay its way, from a merely financial
point of view, and that it is unreason-
able to expect that anyone is going to
sacrifice himself purely for the good of the
Colony and in the interests of posterity.
Quite so; and therefore, admitting, for the
sake of argument, the unprofitableness, finan-
cially, of the railway, it becomes more than
ever a matter in which the whole Colony
should show its concern. This is an under-
taking which is vital to Hongkong's future
prosperity; it will not pay a single firm to
build a line on its own account; and time is
ever passing and the danger of Hongkong
being left out in the cold drawing nearer.
What, then, is pointed to as the remedy?Surely concerted action. This is an affair
which touches the general welfare and the
revenues hereafter of the Colony. The case
is one for the Colony as a whole to take up,
headed by its Government. The Govern-
ment of Hongkong cannot afford to sit and
watch the threatened blow struck at the
city over which it rules. Commercial extinc-
tion of such a place as Hongkong is more
than a commercial matter, it is a political
matter of the utmost possible importance.Alone of the European Powers which have
acquired for themselves footholds in China,
Britain has made no attempt to connect
those footholds with the interior. At
Weihsien we voluntarily cut off our
chance of opening up parts of Shantung
by a British line. At Hongkong, after
sixty years of occupancy, we have not a
yard of rail running into China, while a few
hours' journey away there will soon be seen
a great foreign line, opening up hundreds
of miles of country of the richest character,
and connecting Canton with one of the other
greatest cities of the Chinese Empire. One
grows rather weary of using the word "dis-
grace" in connection with British railway
policy in China, and weary indeed of the
whole subject. But it is a weariness which
must be overcome for the sake of the future,
and of the verdict which will be passed on
us by those who come after us. This Colony
is not a place to which we have merely come
to make money. It is, in a way, a trust which
has been handed down to us by the makers
of Hongkong. That they at the same time
made money for themselves proves (though
it is not a matter which requires any more
proving than it has received in hundreds of
years of history) that it is possible to be a
sound business man and a benefactor of
one's country as well. Certainly we are not
deficient in sound business men here. Must
it be said that we have none ready to come
forward, at this emergency, and face the
action which should have been taken so
many years ago? We are convinced that
there will be no opposition on the part of the
local Government, for their experience here
has not left the higher officials blind to facts
connected with Hongkong's position with
regard to South China. The speech onIn India income-tax is now levied on all
annual incomes of £33 and upwards.Cholera is reported to be raging in some of
the southern islands of the Philippines
Archipelago.Yesterday the running-shock system was
adopted for the first time in the Manila Custom
House.All the Russian warships, which have been
concentrated at Dalny recently, proceeded to
Port Arthur on the 15th inst.Yesterday being the 29th day of the 8th
moon, was the 5th day of Hua Kwang, the
god of fire, and of Mi, a deified physician.There are 1,400,000 people in the United
States, over ten years of age, who cannot speak
English, the majority of whom are Germans.On and after the 1st inst. the Russian
authorities at Port Arthur were to levy tonnage
duty on all vessels arriving there at the rate
of 10 tons per ton.The construction is already in progress on the
new Straits of Malacca, which was found
among a number of documents in payment
in Hongkong.Reuter's report about a warlike feeling
prevailing in Athens with regard to the
utterances of the Turkish Government, are not
taken at all seriously here, says a Berlin
message to the *Ostasiatische Zeitung*.H.M.S. *Fearless* took down Lieutenant Dixie
to Selangor to commence the Admiralty Survey
of Port Swettenham on the 31st ult., and was
herself to proceed to Port Swettenham as soon
as the *Anaphite* arrived from Hongkong.The *Berliner Tageblatt* reported on the 9th
inst. that the Russian Minister of War has
given orders to keep the tenth army corps, whose
headquarters are at Charkow, in readiness to
go to the Far East. So far no confirmation of
this report has been received at Berlin.Great complaints have been made to the
Acting Collector of Customs at Manila regard-
ing the high-handed and arbitrary manner in
which the Immigration Department is being
conducted. The complaints are made by
Chinese residents, and changes in the depart-
ment are shortly expected, says a Manila
exchange.The Washington correspondent of the
Morning Post sends an American semi-official
report to the effect that the U.S. Cabinet is
much exercised over the reoccupation of
Mukden by Russia. It is understood that the
U.S. Government will insist upon the full
recognition of the new American-Chinese treaty
as soon as it is ratified by the Senate; and if
necessary, adopt entire measures to protect
American interests in China.Sunday of the Hon. F. H. May cannot
possibly be interpreted except as a full
recognition of the meaning to Hongkong
of the railway question. His Excellency
Governor's views, it is known, are
even more pronounced. What seems
to be lacking at the moment is any
power of initiative. Enormous improvements
have been made in the New Territory since
it was ceded to Hongkong. But the New
Territory will not be of much use to us
merely as a vegetable-garden and a cattle-
raising district. It should be important to
us as the door to Kwangtung and the
neighboring provinces. In a few years'
time it promises to develop into a back-door
merely. To say no more, this would be a
poor reward for the men who struggled so
hard in the nineteenth century to make
Hongkong what it is now.A fatal Chinese plague case was reported
from Came Road during the 48 hours ending
at noon yesterday.The Hon. Treasurer of the Alice Memorial
and Nethersole Hospitals begs to acknowledge,
with thanks, the following donation to the funds
of the Hospitals:—A. H. Mackenzie, \$2.We are asked to state that there will be a
choral practice of the "Hymn of Praise" in
St. John's Cathedral at 5.30 p.m. to-day, instead
of in the theatre, City Hall, as before.Now that measures have been taken to remove
Tibetan obstructions, says the *Straits Times*,
it is interesting to note that about the middle
of last month, Captain Rawlins and Lieutenant
Hargreaves had returned to Kashmir from an
expedition in Tibet. After crossing Lenak Pass
the party went due east to continue Captain
Deasy's survey. Many new lakes were dis-
covered. At Thok Jelung the expedition was
stopped by armed Tibetans who, though
friendly, insisted on the return of the expedition.
Lieut. Hargreaves lost many baggage
ponies in a blizzard raging for eight days, but
the party discovered some grain buried by
Captain Deasy. The triangulation extended
to longitude 85 degrees east.A lecture on "House Drainage," by Mr.
J. J. Bryan, will be given at 9 p.m. to-night
in Queen's College. Models and diagrams are to be
used for illustration. The same subject will be
further discussed on Friday. Admission is by
ticket.The Arthur Hill Vandeyill Company has
arrived in Hongkong, en route to Shanghai,
where they will play for a season, afterwards
returning to Hongkong. Their repertoire
consists of the latest up-to-date London "turns,"
so that we may expect to have some variety
shows before us in the near future.When the Hon. F. H. May, at present
Colonial Secretary, assumes the Acting Govern-
ment of Hongkong, his Private Secretary will
be Mr. R. A. B. Ponsonby, now Private
Secretary to H.E. Sir J. West Ridgeway in
Ceylon, and his A.D.C. Capt. M. R. Burley
3rd Burmese.H.M.S. *Esquiegle* was successfully docked at
Shanghai on the 5th inst. A great crowd of
coolies assisted in hauling her, although she was
under her own steam. H.M.S. *Rambler* arrived
at Amoy from Shanghai on the 1st inst. She will
probably remain in port for surveying purposes
until the New Year.At the meeting on the 10th inst. of journalists
and business men at Tokyo, it was unanimously
resolved that the present uncertain situation is
calculated neither to safeguard the country's
interests nor to maintain peace, and that
the nation therefore urges the Government to
take resolute steps. We take this from the
N. C. Daily News.An important evening paper at Athens, the
Hellen, published last month a very temperate
article on the pro-Bulgarian sympathies of
Great Britain. It points out that these sympathies
do credit to the humanity of the British, who always sympathise with the
oppressed. But, at the same time, they should
remember that Greece, too, has her vital inter-
ests in the Macedonian question, and that
the Macedonian Greeks cannot be expected, at
the bidding of Great Britain, to dig up the
bones of their ancestors and abandon Macedonia
to the Slavs, just as the Greeks of Parga were
forced by England to surrender their homes to
the Turks in 1819. The article expresses current
feeling at Athens in the sentence: "However
much we may dislike the Turkish Government,
the individual Turk is a far better fellow than
the savage Bulgarian."There is probably no more familiar sight on
our streets than the cook or cook's mate carrying
home the provisions for his master's dinner.
Who does not know the basket—usually a very
small one—slung on the end of his pole or
carried in his hand, in which all that is to
satisfy his master's palate is mixed together in
picturesque, if unhealthful confusion? Broad
rubbing shoulders with onions, garnished with
fish, ice and vegetables more of ten than not and not
the whole crowned with a live chicken or two
tied down by the legs, and squawking instantly.
Long familiarity with this sort of thing has
made us callous alike to the dangers we run
from the free distribution of disease-bearing
germs emanating from the live stock thus
carried, and to the unnecessary discomfort
imposed upon the wretched bird. It is a marvel
that no one has ever attempted an improvement
in this system. No doubt this is mainly
due to the heart-breaking difficulty experienced
in inducing cooks to depart from "old custom."Mr. Kato, Japanese Consul at Chemulpo,
reports that about twenty or thirty Russian
sailors of the *Boore* quarrelled with a number
of Japanese subjects on the wharf on the after-
noon of the 1st inst. A fight occurred in which
three Japanese were badly injured. Seven
others also sustained slight injuries. Some of
the crew of the Japanese cruiser *Chiyoda* were
mixed up in the affray. Several Russians were
also injured in the conflict.Re-inforcements are coming out to other Far
Eastern squadrons beside the Russian. For
one, German gun-vessel *Sperber*, of 1,120
tons, 1,500 horse-power, and 8 guns, in command
of Captain Weniger, is shortly expected, also a
fotilie of U.S. gunboats is coming out from
the United States to Manila by way of the Suez
Canal. It consists of the *Decatur*, *Dale*, *Bainbridge*,
Charlottesville and *Berry*, and was to
leave Norfolk about the 1st inst. Lieut. H. H.
Chandler commands the fotilie, which is
courtesy by the *Battalion*, one of the American
protected cruisers. The Suez Canal route is
chosen in preference to the Japan one because
it is impossible for the torpedo-boats to steam
very long distances as they cannot carry
enough coal, but the frequency of coaling
stations along the Suez Canal route does away
with the difficulty.

Contributed.

Gladstone and Gordon.

Naturally in Mr. John Morley's life of Glad-
stone there is something said about the
ridiculous abuse hurled at the Liberal Premier's
head in connection with the death of Gordon at
Khartoum. Divided counsels were at the
bottom of the Gordon catastrophe. Mr. Glad-
stone, it should be noted, was not personally
responsible for Gordon's mission. It was settled
by Lord Hartington, Lord Granville, Lord
Northbrook, and Sir Charles Dilke, and he
acquiesced. He was in favour of sending up
Zobeir Pasha, as Gordon wanted; the Cabinet
out-voted him. In April, 1880, when the
question of an autumn expedition was discussed,
the Cabinet decided for it by six to two. Mr. Glad-
stone being in the minority. The battle of
the route waited some more months. When
the catastrophe came, the Queen sent to Mr.
Gladstone and Lord Hartington at Holker Hall
an angry telegram of reprobation—a telegram
in cipher, as usual, but open. Mr. Glad-
stone in a long reply was "not altogether able
to follow the conclusion which Your Majesty has
been pleased thus to announce." In a letter to
a colleague five years later, Mr. Gladstone thus
reviewed this sad chapter:—In the Gordon case we all, and I rather
prominently, must continue to suffer in silence.
Gordon was a hero, of heroes; but we ought to
have known that a hero of heroes is not the
proper person to give an effect, at a distant
point, and in most difficult circumstances, to
the views of ordinary men. It was unfortunate
that he should claim the hero's privilege by
turning upside down and inside out every idea
and intention with which he had left England,
and for which he had obtained our approval.
Had my views about Zobeir prevailed it would
not have removed our difficulties, as Forster
would certainly have moved, and, with the Tories
and Irish, have carried, a censimentary address.
My own opinion is that it is harder to
justify our doing so much to rescue him than
our not doing more. Had the party reached
Khartoum in time he would not have come away
(as I suppose), and the dilemma would have
arisen in another form.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE FAR EAST.

LONDON, 16th November, 11.15 a.m.

THE COST OF DALNY.

Thirty-five million roubles have been
allotted by the Russian Government to the
expenses of the fortification of Dalny.

GENERAL NEWS.

LONDON, 16th November, 11.15 a.m.

THE U.S. AND THE Isthmian
CANAL.President Roosevelt's message to Congress
asserts that the United States can allow no
one to obstruct the world's highway.CRICKET IN AUSTRALIA—GREAT
VICTORY.The English cricketers defeated Victoria
at Melbourne yesterday by an innings and
71 runs.

FRANCE AND SIAM.

It is stated at Paris that relations be-
tween France and Siam have been severed.

ACCIDENT TO LORD KITCHENER.

Lord Kitchener has been thrown from his
horse near the tunnel, a mile from Simla
and his fibula has been fractured. He was,
found by some coolies and brought back.

REUTER'S SERVICE.

THE UNITED STATES AND COREA.

LONDON, 14th November.
The United States are endeavouring to
secure the opening of Atjju [Wiju] instead of
Hongamphu, and are sending Mr. Allen, the
Minister to Corea, to Chemulpo on board a
warship in order to impress the Coreans.

INTERPORT RIFLE MATCH

HONGKONG NOT LAST.

Mr. M. S. Northcott informed us yesterday
afternoon that he had received a telegram from
Penang announcing that they had scored 750 in
the Interport Rifle Match. This makes the
final position as follows:—

Singapore 627

Shanghai 915

Hongkong 891

Penang 750

Penang thus retains the world's record which
last year she won with a score of 871 and the
year before with 721.

THE A.D.C.

The Amateur Dramatic Company gave their
second performance of *Lord and Lady Aly*
in the Theatre last evening and were again
favoured with a crowded house. From start to
finish, the piece went very smoothly and well.
The final performance takes place this evening.

A CORRECTION.

By an unaccountable accident we were made
to say, at the end of the first paragraph of our
notice yesterday of the A.D.C. performance of
Lord and Lady Aly that "the defect" [of
dragging of action] "is a small one compared
with that of the company." What we actually
wrote was "compared with the many excellencies
exhibited by the company." The blunder is
perhaps too grotesque to have been construed
into hostile criticism.

THE ABLEN CASE AT MANILA.

The U.S. Supreme Court has at last handed
down its decision in the matter of the petition
for a writ of habeas corpus in the case of
Frank Stanley Allen. Allen in

this short railway, the immediate prospect of the line being a paying concern did not look hopeful, as between Canton and Fatshan only one single village of importance could be seen, and that one contained but little more than a hundred houses. Where is the traffic to come from to support this line? This question is one which could not help forcing itself on the attention. The answer is that, as in England in the early days of railways, the superstitious fears of the people are studied to such extent that the railway does not run through villages but traverses the open country in the near vicinity, so that when the usefulness of this means of transport becomes recognised, the railway station will, no doubt, rapidly become a centre of magnetic attraction to the house-builder, and the growth of villages and towns will be in the direction of their proximity to the railway station. It is difficult to say to what extent the railway will be used in the immediate future for the transport of produce and merchandise, but the promoters confidently rely for the present on the passenger traffic. Exclusive of the densely populated cities of Canton and Fatshan, it is estimated that the railway will serve a population of a million people in the near neighbourhood of the track.

The permanent way is made of blue clay taken from the borrow pits, which are now filled with water, making canals on either side of the railway track. At present only a single line is laid, but in the course of a fortnight the double track will be ready. Between Canton and Fatshan steel sleepers are used; beyond that point they will be of wood from Japan. The rails used weigh 75 lbs to the yard, and the gauge is the standard, 4 ft. 8½ inches. At Entschau work on the foundation of the station is in progress. This station is being built at an estimated cost of \$7,000,000. It will be a brick structure with tiled floors in the first-class waiting rooms, and concrete platforms. Besides the usual offices, dwelling rooms for the station staff will be provided. The sitting-shops and locomotive sheds will be at Shekwa-tong, and these are to be fitted on the most modern lines. Until the nature of the traffic to and from Canton has been demonstrated by actual experience, nothing can be said as to the design and character of the Canton station. A regular service will be commenced on the 1st December with the cars improvised for the formal opening of the line. Thirty passenger cars and six locomotives are now on the way out, as well as a number of freight cars, but they are not due to arrive until the middle of December. The locomotives at present in use were formerly doing service in New York on the over-head railway.

The trip to Fatshan was greatly enjoyed by the guests, the weather being gloriously fine. The train occupied 47 minutes on the journey up and 53 on the way back. Leaving the train at the Canton terminus the party were conducted to a large marquee, the interior of which was bedecked with flags of all nations. Here tiffin was served to several hundred guests. Mr. Willis E. Gray presided, and on either side of him at the cross table sat the Hon F. H. May, Colonial Secretary of Hongkong; Commodore Robinson, Hongkong; Mr. W. Kirkpatrick Brice, representing the Company constructing the line; His Excellency Chang, of Canton; Mr. Robert M. McWade, Consul of the United States; Mr. Eiswald, German Consul; Mr. Guillen, French Consul; M. Th. Hauman, Belgian Consul; Mr. J. D. de Moraes, Portuguese Consul; Mr. Nonn, Japanese Consul; Taotai Wuu, Director-General of the Bureau of Foreign Affairs in the two Kwang Provinces; Taotai Liang, who is acting as Mr. Gray's private Secretary, and other Chinese representatives of the City. Mr. James Scott, the British Consul-General, who accompanied the party on the trip was unable to remain to tiffin.

After the repast the band played in the order named the National Anthems of the United States, Great Britain, Germany, Belgium, Japan, France, and China.

THE SPEECHES.

The CHAIRMAN, who on rising was received with loud applause, said—It is my pleasure to congratulate you on your safe return (applause and laughter). When I say that the only fear I have had about the trip was simply about the tiffin, and now that we have got through I feel like congratulating you on that—(Laughter). It may interest you if I briefly give you some idea of what this day means to the people and the country which has inaugurated a movement resulting in the construction of the Yuen-Han railway. In 1898 Mr. Basche, an American gentleman, secured a concession for the construction of the railway. But he had no money!

Mr. Robt. MCWADE, Consul-General of the United States, next addressed a few humorous remarks to assembly and said he was proud to be present on so notable an occasion and to congratulate Mr. Gray and the company he represented upon the progress that had already been made with the enterprise.

Mr. CHAIHAN next called upon the Hon. F. H. May to speak, facetiously remarking that he hoped Mr. May would tell them something about the Kowloon-Canton railway project. "I want to say," the Chairman added, "that when the first train comes from Kowloon to Canton I shall be in forefront waving the British flag to my friend, Mr. May, who I hope, will be one of its first passengers. (Applause)."

Mr. EISWALD, German Consul-General to Canton, in the absence of Mr. James Scott, the British Consul-General, spoke. He called upon Mr. Brice's statement that railways were among the best and strongest factors in uniting a nation. Being a German, he would dare to say that there were other factors of the same importance and according to his view, the Army and Navy of a nation were the most important.

Commodore Robinson, and Captain Anderson, U.S.N., as representatives of the Navy, added their congratulations upon the progress made with the enterprise.

Mr. HANCOCK, instead, took the opportunity to propose the health of Mr. and Mrs. Gray and family, a toast which was received with musical honours and the utmost enthusiasm.

Mr. GRAY in a few appropriate words, acknowledged the compliment, observing that whatever little success he had achieved in life he owed to his wife's good advice and watchfulness.

This terminated the toast list and Mr. Gray having declared the session of the railway opened, the company dispersed.

I saw him climb up again into his place, and his stoker said to him, "Mickie, what ails her at all?" "I don't know, Pat," said Mickie, "what ails her; but I know this, I will drive her or 'bust' her." (Laughter). And you may imagine my feelings when he put on full steam, and he did "bust" her. Fortunately, the explosion was not a serious one, but I and the rest of the occupants of the train had to walk home (laughter). How would you have liked to have walked back to day from Fatshan? I imagine you would have got very thirsty. Things have been managed better by Mr. Gray and his colleagues whose arrangements have been admirable and who seem to have ingratiated themselves with the native population, who greeted us to-day with nothing but smiles and acclamation. I see my friend, Mr. Reid, very busy with his pencil, and I know everything that we have done and said to-day will be duly recorded in the daily papers to-morrow or the next day, and when I see myself surrounded by some of the brightest spirits of Hongkong and Canton, and an abundance of those material spirits that gladden the heart of man, and the galaxy of youth and beauty that is gathered here from the Colony and Shamian, I feel sure that some critic will ask, "Why did Mr. Gray choose the Sabbath day for the inauguration of his railway?" I think you will find the answer in the eloquent remarks made by Mr. Brice, who has told us, and I heartily agree with him, that this is a very important enterprise; it is no small child's play. It is a serious national and international undertaking (hearing, and you all know the old saying, "The better the day, the better the dead") (applause). So, in my opinion, Mr. Gray was well advised in choosing the best day of the week for the best day's work that has been done in and around Canton for many years (applause). Mr. Gray has emphasized the importance of linking up the Kowloon-Canton Railway with Kowloon. I will say this much, that one of my dreams of the near future—I am rather a man that lives in the future—is to ride on that self-same link, and I hope that Mr. Gray, as he says, will be there to. When I first came to Hongkong some twenty years ago, she was a mere child, I have seen her grow through her "teens," and, in 1899, she blossomed into full womanhood, blessed with that acquisition which all mothers prize best of all others, that is a healthy and thriving offspring. That offspring is called the New Territory, and without development it cannot thrive any more than this vast empire can. We want a railway to make it thrive; we are closely bound together with our Chinese friends, belonging to the vast Chinese Empire that lies so close to our borders, but we are not bound close enough. We like them so much; we gain so much from our intercourse with them that we want a still closer bond, and that bond is the iron road (applause). Ladies and gentlemen, I drink to the health of the Kowloon-Canton Railway of the future (Loud applause).

The CHAIRMAN remarked that the Irish story related by Mr. May was very pretty and pat, but as Mr. May had omitted to do so, he would take the opportunity of giving it a local application by saying that he sincerely hoped the people who had the concession for the line from Kowloon to Canton would build that railway in the very near future or "bust" (Laughter and applause).

His Excellency CHANG CHEN HSUEN, late director of the Land Department, Canton, (a metropolitan officer with the honorary title of Vice-President of a board), delivered a speech in Chinese, which was afterwards translated into English in the following terms by Tao-tai Liang, who was educated in Queen's College Hongkong. —Ladies and gentlemen, His Excellency says that he feels greatly honoured by the kind invitation of Mr. Gray the General Manager and Chief Engineer of the Kowloon-Canton Railway. —Ladies and gentlemen, His Excellency cannot fail to notice that the people who had the concession for the line from Kowloon to Canton would build that railway in the very near future or "bust" (Laughter and applause).

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DAILY PRESS only, and special business matters to THE MANAGER.

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NEW ADVERTISEMENTS

HONGKONG BOAT CLUB.

THE ANNUAL MEETING will be held in the GYMNASIUM of the Club at 5.45 P.M. To-day.

Hongkong, 17th November, 1903. [3175]

NOTICE.

FROM This Date Mr. SPENCER SHELLY is Authorized to Sign our Firm by Procuration.

HERBERT DENT & CO.

Canton, 16th November, 1903. [3176]

TO LET AT THE PEAK.

N. 7. STEWART TERRACE, Furnished.

Apply to—

W. S. HARRISON,

2, Ice House Street,

Hongkong, 17th November, 1903. [3177]

PERILS OF FIRE.

DO not intensify damages by throwing water after fire.

The FIREBRAKES will effectively overpower the enemy.

The handsome Tube in which the Firecracker and Powder is contained will be useful and ornamental in both dwelling-room and storehouse.

Do not delay. Water if wanted, is not always accessible.

Address—Agents.

THE MASTER FIRE GRAPPLING CO.

Hongkong, 17th November, 1903. [3174]

OCEAN STEAMSHIP COMPANY,

LIMITED,

AND

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"PROMETHEUS"

are hereby notified that the Cargo is being discharged into Craft and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 17th instant.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, clattered and damaged Goods are to be left in the Godowns, where they will be examined at 11 a.m. on the 15th inst.

No Claims will be admitted after the Goods have left the steamer's Godown and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 1st December, or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWINE.

Agents.

Hongkong, 16th November, 1903. [3161]

THE P. & O. S. N. Co.'s Steamer

"MANILA"

FROM ANTWERPEN, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 1 p.m. To-day, the 16th inst.

Goods not cleared by the 22nd inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

DODWELL & CO., LTD., Agents.

Hongkong, 16th November, 1903. [17]

NEW ADVERTISEMENTS

THE CHINA TRADER'S INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY SEVENTH ORDINARY MEETING OF SHAREHOLDERS in the above Company will be held at the HEAD OFFICE, Victoria, Hongkong, on TUESDAY, the 8th proximate, at Twelve o'clock Noon, for the purpose of receiving the Report of the Directors, together with Statement of Accounts to the 30th April last, and of declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th inst. to the 8th proximate, both days inclusive.

By Order of the Board of Directors.

JAMES WHITALL,

Secretary.

Hongkong, 17th November, 1903. [3180]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE SHARE CERTIFICATE No. 2633 for Fifty shares, numbered 2201/2250 inclusive, standing in the register in the name of TOM GRIEVES GOWLAND having been lost, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the Office of the DOUGLAS STEAMSHIP CO., LTD., Victoria, Hongkong, before 17th DECEMBER, 1903, a new certificate for the said shares will be issued and the old certificate will thereafter be held by the Company as null and void.

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 17th November, 1903. [3173]

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

STEAM FOR KUDAT AND SANDAKAN. Taking Cargo at Through Rates to TAWAO, LAHAD DATU AND LAHUAU. THE Company's Steamship

"BORNEO."

Captain MULLER, will be ready to load for the above ports TO-MORROW MORNING, the 17th instant. For Freight or Passage, apply to MELCHERS & CO., Agents.

Hongkong, 17th November, 1903. [3173]

FOR KOBE, NAGASAKI AND VLADIVOSTOK.

THE Steamship

"KOWLOON."

Captain STUHR, will be despatched for the above ports TO-MORROW, the 18th inst., at 5 P.M. For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 17th November, 1903. [3179]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES

STEAMSHIP "OLYMPIA" FROM TACOMA, VICTORIA, YOKO-HAMA, KOBE, MOJI AND SHANGAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their cargo comprising the discharge of the Vessel will be landed and stored at Consignee's risk at Current Rates.

REUTER, BRÖCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. [112]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.

Cash Security 1,262,571

Total Losses Paid 18,769,240

THE Undersigned, having been appointed to accept RISKS against FIRE at Current Rates.

HOTZ, JACOB & CO.

Hongkong, 30th July, 1903. [2160]

PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES OF INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO., Agents for the Phenix Fire Office.

Hongkong, 17th August, 1897. [1494]

GOVERNMENT BILLS.

TENDERS for SPECIE, BRITISH and MEXICAN DOLLARS, current in this Colony, in Exchange for Sterling Bills drawn at 10 days' sight on the Lord's Commissioners of His Majesty's Treasury, London, will be received by the Chief Paymaster, Army Pay Department, until 11 a.m., on the 18th NOVEMBER, 1903.

The Tenders to state the total amount in Pounds Sterling and the amount for which each Bill should be drawn, but no Bills will be issued for less than £100.

The Tenders to be in Duplicate, and in Sealed Covers, addressed to the CHIEF PAYMASTER, Army Pay Department, and endorsed "TENDERS FOR GOVERNMENT BILLS."

The right to accept or reject any or all of the Tenders is reserved.

Copies of Form of Tender can be had on application.

GEO. H. FERRIER, Colonel, A.P.D., H. M. Treasury Guest Officer.

His Majesty's Treasury Office, Fletcher Street.

Hongkong, 14th November, 1903. [3152]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out from the undermentioned Batteries, and on the dates as specified opposite.

Stonecutters' West in a South-Western direction at a range of about 2,000 yards, on the 20th NOVEMBER, 1903.

Lymann (Siyuan) at a range of about 4,000 yards to the North of Futau Chau and 4,800 yards along the Western shore of Junk Bay, on the 21st NOVEMBER, 1903.

Practice will commence at about 9 A.M. daily, and end about 11 A.M. daily, if the range is clear.

If the weather is unfavourable on any of the above dates, practice will be carried out on the 23rd inst.

By Command, F. H. MAY, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 11th November, 1903. [3141]

BONZOLINE.

THE SUBSTITUTE for IVORY in the TROPICS. Does not crack or change its shape.

Is coloured throughout and always keeps its colour.

Has the same hardness, click and elasticity as the very best ivory.

BONZOLINE BILLIARD BALLS, size 2½ inch. Rs. 31/8 set of three.

BONZOLINE POOL BALLS, size 2½ inch. Rs. 126/- set of twelve.

BONZOLINE PYRAMID BALLS, size 2½ inch. Rs. 168/- set of sixteen.

BONZOLINE SNOOKER BALLS, size 2½ inch. Rs. 231/- set of twenty-two.

C. LAZARUS & CO.

BILLIARD TABLE MANUFACTURERS,

60 & 61, BENTINCK STREET,

CALCUTTA. [3122-2]

INSURANCES.

THE STATE FIRE INSURANCE COMPANY, LIMITED, OF LIVERPOOL.

THE Undersigned AGENTS of the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

W. G. HUMPHREYS & CO.

Hongkong, 3rd August, 1903. [18]

NORTHERN ASSURANCE CO.

FIRE and LIFE.

ESTABLISHED 1836.

THE Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates.

Also to accept proposals for LIFE ASSURANCE. Prospects on application.

TUNNER & CO.

Hongkong, 23rd September, 1903. [2073]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1902

£16,378,771.

I. AUTHORIZED CAPITAL £2,000,000

SUBSCRIBED CAPITAL 2,750,000

PAID-UP CAPITAL 657,500

II. FIRE FUNDS 2,867,151

III. LIFE FUNDS 11,10

The Undersigned AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMEY & CO.

Agents.

Hongkong, 19th June, 1903. [1888]

NALAMANDER FIRE INSURANCE COMPANY.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REISS & CO.

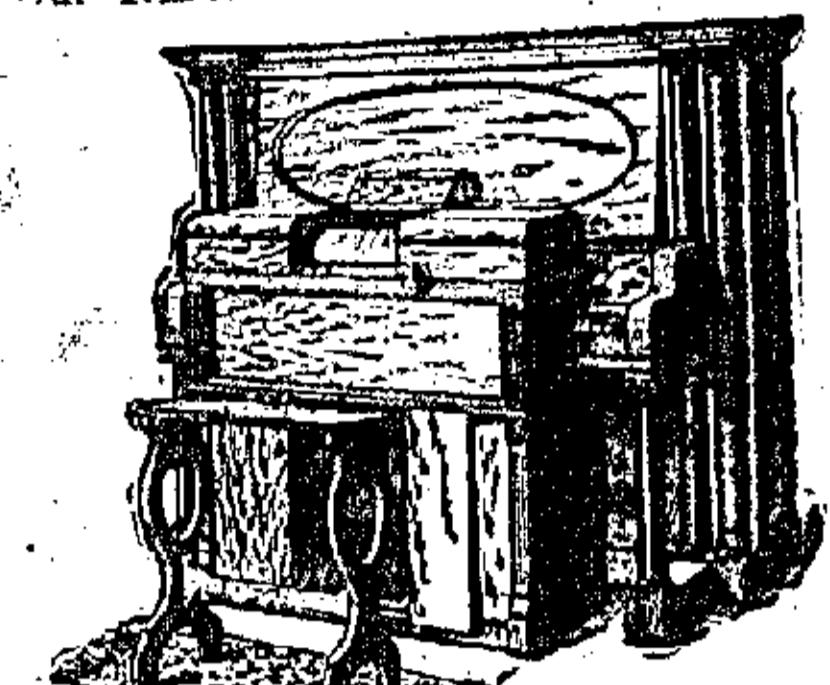
THE
ROBINSON PIANO
COMPANY, LIMITED
N O T E.

ENTIRELY
NEW STOCK
ARRIVING,
SPECIALY AND MOST CAREFULLY
CHOSEN BY OUR
M. ROBINSON,
NOW IN EUROPE.

GREAT
REDUCTIONS

In our present stock of Pianos and Musical
Goods.

Our NEW MUSIC STOCK has arrived.



THE APOLLO
MASTER PIANO
PLAYER

THE BEST OF ALL

THREE STYLES:
PRICE FROM \$150 UP.

PATTI ENDORSES THE APOLLO.

Adelina Patti (Borromeo Cederstrom) has given another great testimonial to the Apollo Pianoplayer. She was so delighted with the instrument that was purchased by her last year that this second testimonial is even stronger than the first one that she gave.

Mme. Patti says that "the Apollo never has given her the slightest trouble and that the sound grand is one of the most wonderful and perfect piano-players that she has ever seen."

Hongkong, 15th October, 1903. [2484]

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING

DAILY PRESS" OFFICE.
The only office in China having European
taught workers. Equal to Home Work.

JEWELLERY WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories.
12, Queen's Road Central.

CHEONG LEE & CO., Furniture Store
Established over 20 years. Importers and
Exporters, Teakwood Furniture, Black-
wood, Jewellery, &c., highest grade
best and cheapest. 12, Queen's Road
Central.

JEWELLERS

MAISON LEVY HERMANS
Diamond Merchants and Watchmakers, 40
Wilson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Bois.

PHOTOGRAPHER

M. MUMAYA, JAPANESE ARTIST.
Bronze and Croyde Engravings and
above colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs. No. 8A, Queen's
Road Central.

PRINTING

DAILY PRESS" OFFICE.
Proofs read by Englishmen.

STOREKEEPERS

P. BLACKHEAD & CO.,
Navy Contractors, Sailmakers, Provision
and Coal Merchants. Sole Agents for
Hartmann Raithjen's German Com-
position Red Hand Brand.

BISMARCK & CO.,
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineers,
Tools, Brass and Iron Merchants
144, Des Vaux Road.

WATCHMAKERS

DROZ & CO.,
14, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts, at moderate rates.

CARTRIDGES

IMPOITED EVERY MONTH THERE-
FORE ALWAYS FRESH.
ELEY'S, SCHULTEZ'S, AMBER-
T and KYNOCK'S, SPORTING
CARTRIDGES, 8, 10, 12, 16, and 20 BORE,
and NEWCASTLE CHILLED SHOT in
all Sizes, Nos. 10 to SSSG. AIR GUNS and
AMMUNITION in Variety.
WM. SCHMIDT & CO.
Hongkong, 23rd November, 1902. [11]

PUBLIC COMPANIES

HUMPHREY'S ESTATE AND FINANCE
COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an
EXTRAORDINARY GENERAL
MEETING of HUMPHREY'S ESTATE
AND FINANCE COMPANY, LIMITED,
will be held at the COMPANY'S OFFICES,
Nos. 38 and 40 Queen's Road Central, Victoria,
Hongkong, TO-MORROW (WEDNESDAY),
the 18th day of NOVEMBER, 1903, at NOON,
when the abridged Resolutions which were
passed at a Meeting held on the 31st October
1903, will be submitted for confirmation
of the Company.

1. "That the Capital of the Company be
increased from \$1,000,000 (divided into
100,000 shares of \$10 each) to \$1,500,000
(divided into 150,000 shares of \$10 each)
by the creation of 50,000 new shares of
\$10 each to be offered and if accepted,
to be allotted to the present shareholders of
the Company, at par in the ratio and
proportion of one new share for every
two old shares in the Company held by
the respective shareholders thereof,
the amount payable on each of such new
shares respectively to be paid at such
time or times and in such manner as the
Company by its General Managers may
hereafter determine."

2. "That Article No. 82 of the Articles of
Association of the Company be cancelled
and the following Article substituted
therefor:—"The remuneration of the
General Managers shall be a sum not
exceeding \$8,000 per annum (which shall
cover office rent and salaries of Secretary
and other employees) and a commission
of 5 per cent. of the net profits of the
Company for each year that such profits
amount to 7 per cent. of the capital of
the Company."

Dated this 2nd day of November 1903,
JOHN D. HUMPHREYS & SON,
General Managers.

EDWARDS, PIREY & CO., LIMITED.

NOTICE IS HEREBY GIVEN that an
EXTRAORDINARY GENERAL
MEETING of the above Company will be held
at No. 1, DUDDELL STREET (First Floor),
TO-MORROW (WEDNESDAY), the 18th
day of NOVEMBER, 1903, at 2.30 o'clock
in the afternoon, for the purpose of considering
the position of the Company, when the following
resolutions will be proposed:

1. That this meeting approves of the proposed
sale of the business of the Company to the said
Joseph Howell Plant.

2. That the Company be wound up
voluntarily.

3. That Joseph Howell Plant be and is
hereby appointed liquidator for the purposes of
such winding up.

T. EDWARDS,
S. D. PIREY,
General Managers.

Hongkong, 13th November, 1903. [3158]

THE DAIRY FARM COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTH ORDINARY YEARLY
MEETING of SHAREHOLDERS in
the above Company will be held at the
COMPANY'S TOWN (EPOT, 2, Lower Albert
Road, Hongkong, on THURSDAY, the 19th
day of NOVEMBER, 1903, at 3 o'clock
P.M. for the purpose of presenting the Report
of the Directors and Statement of Accounts
to the 31st of July, 1903.

The TRANSFER BOOKS of the Company
will be CLOSED from the 6th to the 15th day
of NOVEMBER, 1903, both days inclusive.
By Order of the Board of Directors.

S. A. SETH,
Secretary.

Hongkong, 2nd November, 1903. [3147]

THE HONGKONG STEAM WATER
BOAT CO. LTD.

NOTICE TO SHAREHOLDERS.

THE THIRD ORDINARY MEETING of
SHAREHOLDERS in the above Company will be held at
the COMPANY'S OFFICE, No. 37 Connaught
Road Central, on TUESDAY, the 24th day of
NOVEMBER, at Noon, for the purpose of
presenting the report and statement of accounts
to the 30th of September, 1903.

The TRANSFER BOOKS of the Company
will be CLOSED from the 19th to 24th
NOVEMBER, both days inclusive.

J. W. KEW,
Manager.

Hongkong, 11th November, 1903. [3131]

HUMPHREY'S ESTATE AND FINANCE
COMPANY LIMITED.

THE SHARE CERTIFICATE No. 4,935
for Fifty shares, numbered 61,581-61,900
inclusive, standing in the register in the name
of Capt. DONALD FITZES TULLOCH, L.A., of
Hongkong, having been lost, NOTICE IS
HEREBY GIVEN, that unless the said
Certificate be produced at the offices of the
Company, 38 and 40 Queen's Road Central,
Victoria, Hongkong, before 25th November,
1903, a new certificate for the said shares will be
issued and the old certificate will thereafter be
held by the Company as null and void.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 23rd October, 1903. [2961]

A. S. WATSON & CO., LIMITED.

NOTICE TO SHAREHOLDERS.

A N INTERIM DIVIDEND on account
of the year 1903 at the rate of Fifty
Cents per Share (or Five Per Cent on the
Capital of the Company) will be payable at the
HONGKONG AND SHANGHAI BANK, Hongkong,
and after MONDAY, the 30th instant, on
Warrants to be obtained from the undersigned.
Local Shareholders are requested to apply at
the Company's Office for their Warrants.

The Dividend will also be payable at the
HONGKONG AND SHANGHAI BANK, Shanghai, and after
on the same date.

The REGISTER of SHARES will be
CLOSED from MONDAY, the 23rd instant,
until MONDAY, the 30th instant, both days
inclusive, during which period no Transfer of
Shares will be registered.

By Order,

A. H. MANCELL,
Secretary.

Hongkong, 14th November, 1903. [3156]

BUINART PERE & FILS, REIMS

ESTABLISHED 1719.

CHAMPAGNE BREWERS AND
SHIPERS.

Ship only the Finest Quality

Extra Dry (Green Seal)

LAUTS, WEGENER & CO.

Sole Agents.

Hongkong, 18th May, 1903.

THE V.R.C. REGATTA.

The following crews were chosen on Saturday
evening to compete in the V.R.C. Regatta for
the German Cup.

"Rose" "Kornblume"

G. H. Rabie N. H. Alves

D. Bain A. Louroiro

R. C. Witchell H. C. Austin

R. Loyal (stroke) A. E. Alves (stroke)

Cox. H. M. Bain Cox. S. A. Soth

"Shamrock" "Thistle"

F. K. Tata A. E. Asper

S. H. Holmes J. A. S. Alves

A. M. Ross Pereira L. A. Muso

C. E. A. Haase (stroke) J. Miller (stroke)

Cox. C. M. S. Alves Cox. F. W. White

The following crews to compete for the
Parsons Cup:

Station No. 1 Station No. 2

"Rose" "Thistle"

O. R. Channett E. M. dos Remedios

S. M. Gidley A. Marti

H. A. Lamport A. J. N. Rebeiro

J. H. Soth (stroke) J. J. Watson (stroke)

Cox. F. Lamport Cox. J. Miller

H. Rapp Cox. F. W. White

Station No. 3 Station No. 4

"Shamrock" "Kornblume"

J. Lambert L. E. Lummett

C. H. Andrews T. E. Pearce

J. T. A. Barros H. B. Sayer

A. N. Barros J. E. Jordan

Cox. C. M. S. Alves Cox. S. A. Seth

The following crews were chosen to compete
for the Chinese Cup:

Station No. 1 Station No. 2

"Rose" "Leek"

L. E. Lammett G. Lambert

T. E. Pearce A. Marti

H. W. Sayer G. F. A. Barros

J. P. Jordan (stroke) A. N. Barros (stroke)

Cox. F. Lamport Cox. F. W. White

Station No. 3 Station No. 4

"Shamrock" "Kornblume"

A. G. V. Ribeiro L. E. Lummett

S. M. Gidley T. E. Pearce

H. A. Lamport G. F. A. Barros

J. H. Soth (stroke) Cox. F. W. White

Cox. F. Lamport Cox. F. W. White

Station No. 3 Station No. 4

"Shamrock" "Kornblume"

A. E. Sheppard O. R. Channett

W. H. Andrews C. Humphreys

J. W. Watson H. M. Bain

J. Witchell (stroke) H. Rapp (stroke)

Cox. R. C. Witchell Cox. F. W. White

Station No. 3 Station No. 4

"Shamrock" "Kornblume"

A. E. Sheppard O. R. Channett

SHIPPING.

ARRIVALS.

Nov. 16, AUSTRALIAN, French str., 2,900, H. Verron, Shanghai 14th Nov., Mail and General—MESSAGERIES MARITIMES.
Nov. 16, HINSHAN, British str., 1,530, W. E. Sayers, Hongkong 14th Nov., Coal—JARDINE, MATTHESON & CO.
Nov. 16, HOIHAO, French str., 509, Merle, Haiphong and Hoihow 15th Nov., General—A. R. MARTY.
Nov. 16, ICHANO, British str., 1,238, W. H. Jones, Wuhan and Chinkiang 11th November, General—BUTTERFIELD & SWIRE.
Nov. 16, LOONMOON, German str., 1,248, F. Schulz, Shanghai 13th Nov., General—SIEGMEN & CO.
Nov. 16, MAIZUBA MARU, Japanese str., 667, T. Saito, Amoy and Swatow 15th Nov., General—OSAKA SHOSEN KAISHA.
Nov. 16, MEEPOO, Chinese str., 1,321, J. Whitelaw, Shanghai 12th Nov., General—CHINESE.
Nov. 16, OLYMPIA, American str., 1,730, A. Dixon, Tucano via ports 17th Oct., General—DODWELL & CO., LTD.
Nov. 16, PROMETHEUS, British str., 3,583, G. Moir, Liverpool 10th Nov., and Singapore 9th November, General—BUTTERFIELD & SWIRE.
Nov. 16, SELLBERG, German steamer, 782, H. Meyer, Newchwang 8th November, and Chefoo 9th, Beans—HAMBURG AMERICA LINE.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE.
16th November.
Ayr, Norwegian str., for Moji.
Carl Diederichsen, German str., for Uniphong Chaysha, British str., for Kobe.
DEPARTURES.
15th November.
EUPLECTELA, British str., for Singapore.
16th November.
ACHILLES, British str., for Shanghai.
FLINTSHIRE, British str., for Shanghai.
MERFOO, Chinese str., for Canton.
PROGRESS, German str., for Hoihow.
SELLBERG, German str., for Canton.

VESSELS IN DOCK.

16th November.

ABERDEEN DOCKS.—
KOWLOON DOCKS.—*Lillebonne, Chuen Tiao, Tarte, Tarte, H.M.S. Blenheim, U.S.S. Azor, U.S.S. Monterey, U.S.S. Zephyr, Oceania.*
CORMOPOLITAN DOCK.—*Salavanea, Heng-chau.*

SHIPPING REPORTS.

The Chinese steamer *Meefoo*, from Shanghai 12th Nov., had moderate to fresh northerly breeze and fine clear weather.
The British steamer *Ithaca*, from Wuhan and Chinkiang 11th Nov., had moderate to fresh N.E. monsoon and fine clear weather. H.M. ship *Algerine*, off Okson Island, wished to be reported to the Admiral at Hongkong, proceeding to Mira Bay.

VESSELS ON THE BERTH
BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR RANGOON, VIA AMOY AND SWATOW.
THE Company's Steamship

"PURNEA."

Captain F. W. Packham, will be despatched as above TO DAY the 17th inst., at 3 P.M.
For Freight or Passage, apply to JARDINE, MATTHESON & CO., Agents.

Hongkong, 11th November, 1903. [3125]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE
THE Company's Steamship

"CHINA."

Captain Ivlich, will leave for the above places TO DAY, the 17th inst., P.M.
For Freight or Passage, apply to SANDEE, WIELER & CO., Agents.

Hongkong, 10th November, 1903. [3133]

COMPAIGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX;

ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 17th November, 1903, at 1 P.M., the Company's Steamship "AUSTRALIAN", Captain Verron, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with the Australian *Juno* s.s. "Oceanian", bound for MARSEILLES via BOMBAY and ADEN.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on Monday, the 16th November. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 5th November, 1903. [3128]

FOR SHANGHAI, YOKOHAMA AND KOBE.

THE H.A.L. Steamship

"ARAGONIA."

Captain Forst, will be despatched for the above ports on FRIDAY, the 20th inst., at 5 P.M.

For Freight or Passage, apply to HAMBURG-AMERIKAN LINE, Hongkong Office.

Hongkong, 12th November, 1903. [3138]

FOR CHEMULPO, DALNY AND PORT ARTHUR.
(Calling at SHANGHAI.)

THE Steamship

"SULLBERG."

Captain Meyer, will be despatched for the above ports on SUNDAY, the 22nd inst., at DAY-LIGHT.

For Freight or Passage, apply to HAMBURG-AMERIKAN LINE, Hongkong Office.

Hongkong, 11th November, 1903. [3127]

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Steamship

"HERMISTON," Captain W. T. Bain,

will be despatched on WEDNESDAY, the 25th NOVEMBER.

For Freight, &c., apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, 14th November, 1903. [3151]

CHINA NAVIGATION CO., LIMITED.

HONGKONG—MANILA.

REDUCED SALOON PASSAGE MONEY.

SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION, UNRIVALLED TABLE DULY QUALIFIED SURGEON CARRIED.

For Freight and further particulars,

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 4th July, 1903. [1964]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLIED TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	MALTA	Brit. str.	C. L. Daniel	P. & O. S. N. CO.	21st inst., at Noon.
LONDON & ANTWERP	POLYPHEMUS	Brit. str.	BUTTERFIELD & SWIRE	24th inst.	
FORMOSA	GREENSHILL	Brit. str.	J. McMillan	25th Dec.	
LONDON & ANTWERP, VIA SINGAPORE, & LIVERPOOL	ACHILLES	Brit. str.	B. H. W. Snow	Above 11th Dec.	
MARSEILLES, &c., VIA PORTS OF CALL	AUSTRALIAN	Fren. str.	BUTTERFIELD & SWIRE	26th Dec.	
GENOA, MARSEILLES & LIVERPOOL	NINGCHOW	Brit. str.	MESSENGERS MARITIMES	27th inst., at 1 P.M.	
MARSEILLES, LONDON & ANTWERP	SADO MARU	Jap. str.	NIPPON YUSEN KAISHA	28th inst.	
MARSEILLES, LONDON & ANTWERP	HYSON	Brit. str.	BUTTERFIELD & SWIRE	8th Dec.	
MARSEILLES, LONDON & ANTWERP	PROMETHEUS	Brit. str.	BUTTERFIELD & SWIRE	22nd Dec.	
MARSEILLES, LONDON & ANTWERP	DARDANUS	Brit. str.	BUTTERFIELD & SWIRE	5th Jan.	
BREMEN, VIA PORTS OF CALL	HAMBURG	Ger. str.	MELCHERS & CO.	25th inst., at Noon.	
MARSEILLES	MARSEILLES	Brit. str.	HAMBURG-AMERIKAN LINE	1st Dec.	
SUEVIA	SUEVIA	Ger. str.	FORST	15th Dec.	
ARAGONIA	ARAGONIA	Ger. str.	HAMBURG-AMERIKAN LINE	29th Dec.	
NURNBURG	NURNBURG	Ger. str.	HAMBURG-AMERIKAN LINE	5th Jan.	
AMBRIA	AMBRIA	Ans. str.	KLAUSBERGER	19th inst., at Noon.	
NIPON	NIPON	Brit. str.	DODWELL & CO., LTD.	About 19th inst.	
OREO	OREO	Rus. str.	SHEWAN, TOMES & CO.	About end of Dec.	
HEMISTON	HEMISTON	Ger. str.	HAMBURG-AMERIKAN LINE	25th inst.	
NUBIA	NUBIA	Brit. str.	CANADIAN PACIFIC R. CO.	To-morrow.	
E. OF INDIA	E. OF INDIA	Brit. str.	NIPPON YUSEN KAISHA	27th Jan.	
AKI MARU	AKI MARU	Jap. str.	DODWELL & CO., LIMITED	To-day, at 4 P.M.	
OLYMPIA	OLYMPIA	Brit. str.	BUTTERFIELD & SWIRE	25th inst.	
VICTORIA (B.C.) & TACOMA VIA S'HAL, & C. VICTORIA (B.C.) & TACOMA VIA JAPAN	VICTORIA (B.C.) & TACOMA VIA S'HAL, & C. VICTORIA (B.C.) & TACOMA VIA JAPAN	Jap. str.	NIPPON YUSEN KAISHA	30th inst.	
INDIA	INDIA	Brit. str.	PORLAND & ASIATIC CO.	1st Dec., at 4 P.M.	
INDIA	INDIA	Brit. str.	BUTTERFIELD & SWIRE	14th Dec.	
INDIA	INDIA	Brit. str.	GIEB, LIVINGSTON & CO.	To-morrow.	
INDIA	INDIA	Brit. str.	P. & O. S. N. CO.	21st inst., at 4 P.M.	
INDRA SHIMA	INDRA SHIMA	Jap. str.	NIPPON YUSEN KAISHA	27th inst., at 8 P.M.	
INDRA VELLI	INDRA VELLI	Jap. str.	DODWELL & CO., LIMITED	2nd Dec., at Noon.	
INDRAPOURA	INDRAPOURA	Jap. str.	A. E. Hollingsworth	January 14, 1904	

HAMBURG-AMERIKAN LINE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRAUCHTDAMPFER DIENST.

Taking Cargo &c. through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, Ports in the LEVANT, BLACK SEA and BALTIc PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS	SAILING DATES
MARBURG	HAVRE, BREMEN and HAMBURG	On 21st Nov. Freight.
Capt. Stern	(Calling at Singapore and Colombo)	
SUEVIA	HAVRE and HAMBURG	On 1st Dec. Freight.
Capt. Borch	(Calling at Singapore and Penang)	On 15th Dec. Freight.
AGAGONIA	HAVRE and HAMBURG	On 29th Dec. Freight.
Capt. Forst	(Calling at Singapore and Colombo)	
NURNBERG	HAVRE and HAMBURG	On 29th Dec. Freight.
Capt. Juburg	(Calling at Singapore and Penang)	
NUBIA	HAVRE and HAMBURG	About end of December.
Capt. von Hoff	NEW YORK, VIA SUEZ	
AMERIA	HAVRE and HAMBURG	On 5th Jan. Freight.
Capt. Duckstein	(Calling at Singapore and Colombo)	For Further Particulars, apply to

HAMBURG-AMERIKAN LINE.
HONGKONG OFFICE,
QUEEN'S BUILDINGS, NO. 1.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHAT TO INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS.	CAPTAIN	TO SAIL ON
"INDRASAMHA"	5,191	W. E. Craven	December 14, 1903
"INDRAVELLI"	4,899	R. E. Craven	January 14, 1904
"INDRAPURA"	4,899	A. E. Hollingsworth	February 13, 1904

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 17th November, 1903. [14]

OSAKA SHOSEN KAISHA

OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

MAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.
OUTWARDS.

FROM STEAMERS DUE
GLASGOW and LIVERPOOL "PELEUS" On 28th November.
GLASGOW and LIVERPOOL "DARDANUS" On 5th December.
GLASGOW and LIVERPOOL "YANGTSE" On 12th December.

HOMEBWARDS.

FOR STEAMERS TO SAIL
GENOA, MARSEILLES and LIVERPOOL "NINGCHOW" On 20th November.
LONDON and ANTWERP "POLYPHEMUS" On 24th November.
MARSEILLES, LONDON and ANTWERP "HYSON" On 8th December.
LIVERPOOL "ACHILLES" On 15th December.
MARSEILLES, LONDON and ANTWERP "PROMETHEUS" On 22nd December.
MARSEILLES, LONDON and ANTWERP "DARDANUS" On 5th January.
* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

FOR STEAMERS TO SAIL
VICTORIA, SEATTLE, TACOMA, and NAGASAKI, KOBE & YOKOHAMA "PELEUS" On 30th November.
* PACIFIC COAST PORTS, VIA The "PROMETHEUS" has arrived, and leaves for Shanghai to-day.
The "NINGCHOW" from Tacoma, Victoria and Seattle, left Moji on the 9th inst., a.m., and is expected to arrive here on the 13th inst.
For freight, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 17th November, 1903.

CHINA NAVIGATION CO.
LIMITED.

FOR STEAMERS TO SAIL
AMOY and MANILA "WUCHANG" On 17th November.
MANILA "TSINAN" On 18th November.
PORT DARWIN, THURSDAY, ISLAND, COOTOWAN, CAIRNS, TOWNSVILLE, BRISBANE "TSINAN" On 18th November.
SYDNEY and MELBOURNE "KAIFONG" On 18th November.
MANILA "HUEPH" On 19th November.
CEBU and ILOILO "WHAMPOA" On 20th November.
SHANGHAI * The attention of Passengers is directed to the superior accommodation offered by these
* Passengers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified
Surgeon is carried.
* Taking cargo on through bills of lading to all Taungtsu and Northern China Ports.
* Taking cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
For freight or passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 17th November, 1903.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA
AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
VICTORIA B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships 6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
R.M.S. "EMPEROR OF INDIA" 6,000 Tons. WEDNESDAY, 19th Nov. 1903.
R.M.S. "EMPEROR OF JAPAN" 6,000 Tons. WEDNESDAY, 16th Dec.
R.M.S. "EMPEROR OF CHINA" 6,000 Tons. WEDNESDAY, 13th Jan. 1904.
R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 27th Jan.
R.M.S. "EMPEROR OF INDIA" 6,000 Tons. WEDNESDAY, 10th Feb.
R.M.S. "TARTAR" 4,425 Tons. WEDNESDAY, 24th Feb.
R.M.S. "EMPEROR OF JAPAN" 6,000 Tons. WEDNESDAY, 9th Mar.
R.M.S. "EMPEROR OF CHINA" 6,000 Tons. WEDNESDAY, 30th Mar.
R.M.S. "EMPEROR OF INDIA" 6,000 Tons. WEDNESDAY, 20th April.
R.M.S. "TARTAR" 3,882 Tons. WEDNESDAY, 27th April.
R.M.S. "ATHENIAN" 6,000 Tons. WEDNESDAY, 11th May.

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS of this line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (I.C.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC, without change in 97 hours. Close connection is made at Montreal, Quebec, Halifax, and New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the world), the LUXURIOUSNESS OF ITS TEAMS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guides, Books, rates of Passage and Freight, apply to D. E. BROWN, General Agent.

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PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL REMARKS.
YOKOHAMA, VIA SHANG-
HAL, MOJI and KOBE } MANILA About 16th Freight and
(Passing through the Inland Sea) } H.G.H. Lewellen, E.N.R. November Passage.
LONDON, &c. } MALTA November } See Special
C. L. Daniel November } Advertisement.
SHANGHAI } BALIARAT November } Freight and
F. E. Summers November } Passage.
LONDON and ANTWERP, VIA FORMOSA About 11th Freight and
COLOMBO, POETS AND B. H. W. Snow December } Passage.
MALTA

For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 16th November, 1903.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI,
ADEN, SUEZ and PORT SAID.
(Taking cargo at through rates to the BRAZIL,
to SOUTH AFRICA, PERSIAN GULF, RED
SEA, BLACK SEA, LEVANT, VENICE and
ADRIATIC PORTS).

THE Company's Steamship

"NIPPON."

Captain Klausberger, will be despatched for the above
ports on THURSDAY, the 18th inst., at Noon.

For information to Passage and Freight,
apply to

SANDER, WIELER & CO.

Agents,
Princes' Buildings.

Hongkong, 14th October, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL
WITH LIBERTY TO CALL AT PHILIPPINE
PORTS.

PROPOSED SAILINGS FROM HONGKONG
1903. About

"ORO" 21st Nov.
"ORONO" 8th Dec.

"LOWTHER CASTLE" 15th Dec.

"SIKH" 24th Dec.

"SAGAMI" 5th Jan.

"LENNOX" 15th Jan.

"AFRIKI" 27th Jan.

For Freight and further information, apply to

DODWELL & CO. LTD.

Agents.

Hongkong, 17th November, 1903.

NOTICE TO CONSIGNEES.

THE Steamship

"ACHILLES"

Captain C. L. Daniel, carrying His Majesty's
Mails, will be despatched from this port
for BOMBAY, etc., on SATURDAY, the 21st
NOVEMBER, at NOON, taking passengers
and cargo for the above ports.

Silk and Valuables, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceeding
direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Bombay.

Parcels will be received at this Office until
4 P.M. the day before sailing. The contents and
value of all packages are required.

Shipments are particularly requested to note
the terms and conditions of the Company's
 Bills of Lading.

For further particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 11th November, 1903.

EASTERN AND AUSTRALIAN STEAM
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND
PORTS and taking through cargo to
ADELAIDE, NEW ZEALAND, TASMANIA,
&c.)

THE Steamship

"EMPIRE."

Captain P. T. Helm, will be despatched for the
above ports on SATURDAY, the 21st inst.,
at 4 P.M.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Chamber,
which ensures the supply of Fresh Provisions,
Ice, &c., throughout the voyage.

This Steamer is installed throughout with the
Electric Light.

A stewardess and a duly qualified surgeon
are carried.

N.B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBE, LIVINGSTON & CO., LTD.

Agents.

Hongkong, 14th November, 1903.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENSHIEL."

Captain J. McGillivray, will be despatched as
above on THURSDAY, the 3rd December.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW.

Hongkong, 14th November, 1903.

NOTICE TO CONSIGNEES.

THE Steamship

"GLENFAIR"

having arrived from the above ports, Consignees
of cargo by her are hereby informed that their
cargo are being landed at their risk into the
Godowns of the Hongkong and Kowloon Wharf
and Godown Co., Limited, at Kowloon, where
each consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the goods are landed.

Goods not cleared by the 21st inst. will be
subject to fine.

No Fire Insurance will be effected.
All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the steamer's arrival, after
which no claims will be recognized.

McGREGOR BROS. & GOW.

Hongkong, 14th November, 1903.

JAVA-CHINA-JAPAN LINE.

S.S. "WING CHAI"
Captain Samuel Bell Smith.

DEFECTURES from Hongkong, on week
days, at 7.30 A.M., or Excursion
Sundays, at 8.30 A.M.; from Macao week days
at about 2 P.M. and Sundays about 7.30 P.M.

FARE—(week days) 1st Class, including cabin
and servant, \$3. Return Ticket \$5.

2nd Class \$1. 3rd Class 50 cents.

On Excursion Sundays 1st, 2nd, and 3rd Class
Single Ticket \$2. Return Ticket \$3.

Single Ticket \$2. Return Ticket \$3.

either on board or at Macao Hotel \$3. On Sundays \$5
extra will be charged for each cabin which has
accommodation for two or more passengers.

Wharf at the Western end of Wing Lok
Street.

The Steamer runs an Excursion Trip Every
Sunday, and takes only 34 hours to reach Macao.

MING ON & CO.

2nd Floor, 16, Victoria Street.

Hongkong 8th September, 1903.

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CHINA COMMERCIAL STEAMSHIP
COMPANY, LIMITED.

司公限有船輪華中

FOR MOJI, KOBE, YOKOHAMA,
MANZANILLO, MEXICO, AND
SAN FRANCISCO.

THE Steamship

"ATHOLL."

Captain Watt, will be despatched for the above
ports on WEDNESDAY, the 2nd December,
at Noon.

J. S. VAN BUREN,
Superintendent.

Hongkong, 14th November, 1903.

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NOTICES TO CONSIGNEES

IMPERIAL GERMAN MAIL LINE.

NOERDEUTSCHER LLOYD.

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ HEINRICH."

OF THE NOERDEUTSCHER LLOYD,
having arrived, Consignees of cargo are hereby
informed that their goods with the exception
of Opium

POST OFFICE NOTICES.

Letters and Post cards are now received for transmission to Europe via Dairy and the Trans-Siberian Railway, and should be marked accordingly. No Printed matter can be accepted. The Rates of Postage by this route will be the same as at present via the Suez Canal.

REG. XMAS AND NEW YEAR PARCELS (via Gibraltar).—Parcels for the United Kingdom posted before 3 p.m. on Friday, the 20th inst., are due in London about the 20th prox.

The following postage will be collected:

For a Parcel not exceeding 3 lbs. in weight—50 cents

7 lbs. \$1.50

11 lbs. \$2.00

With an additional 50 cents, Parcels may be sent via Brindisi, and if posted before 3 p.m. on Friday, the 20th inst., are due in London about the 20th prox., and those posted before 3 p.m. on Friday, the 4th prox., are due in London about the 3rd January, 1904.

All Parcels containing Jewellery, or any article of Gold or Silver, must be Insured, and all Insured Parcels must be sealed. The seals must bear the impression of a private mark.

Senders of Parcels are requested to post them a few days in advance.

The *Armand Bélier*, with the French Mail of 16th October, left Saigon on Saturday, the 14th inst., and may be expected home on or about Tuesday, the 17th inst. This Packet brings replies to letters despatched from Hongkong on 12th September.

The *Baltazar*, with the English Mail of 23rd October, left Singapore on Sunday, the 15th inst., at 1 p.m., and may be expected here to-day. This Packet brings replies despatched from Hongkong on 22nd September.

MAILS WILL CLOSE

FOR

PER

DATE

Canton.....
Hongkong and Haiphong.....
Swatow.....
Shanghai.....
EURO. A. India via Tuckoochin (Late Letters 11.00 to 11.30 A.M. Extra Posts 10 cents).
(Letters posted in the Foak Pillar Boxes in time for the first clearance will be included in this contract mail)

Hongkong.....
Tuesday, 17th, 7.30 A.M.
Tuesday, 17th, 9.00 A.M.
Tuesday, 17th, 9.00 A.M.
Tuesday, 17th, 10.00 A.M.
Tuesday, 17th, 11.00 A.M.
Printed Matter and Samples.....
Registration.....
(Registration, with late fee of 10 cents, up to 10.45 A.M.)
Letters.....
Tuesday, 17th, 1.15 P.M.
Tuesday, 17th, 2.00 P.M.
Tuesday, 17th, 3.00 P.M.

Australia.....
Hongkong.....
Tuesday, 17th, 10.00 A.M.
Australia.....
Tuesday, 17th, 10.00 A.M.
Letters.....
Tuesday, 17th, 1.15 P.M.
Tuesday, 17th, 2.00 P.M.
Tuesday, 17th, 3.00 P.M.

Aki Maru.....
Tuesday, 17th, 3.00 P.M.

Macau.....
Amoy, Swatow and Rangoon.....
Shanghai, Moji, Kobe, Yokohama, Victoria, B.C. and Seattle.....
Shanghai.....
Amoy and Manila.....
Moj.....
Swatow, Amoy and Foochow.....
Shanghai, Kobe and Yokohama.....
Kobe, Nagasaki and Vladivostok.....
Swatow, Amoy and Anping.....
Canton.....
Kantuo.....
Sanbuc.....
Macau.....
Canton.....
Pakki.....
Swatow, Singapore and Bangkok.....
Swatow and Bangkok.....
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.)
(Supplementary mail on board ship up to the time fixed for departure of the mail. Extra Postage 10 cents)

Wednesday, 18th, 7.30 A.M.
Wednesday, 18th, 8.00 A.M.
Wednesday, 18th, 9.00 A.M.
Wednesday, 18th, 9.00 A.M.
Wednesday, 18th, 10.00 A.M.
Printed Matter and Samples.....
Registration.....
(Registration, with late fee of 10 cents, up to 10.45 A.M.)

Letters.....
Wednesday, 18th, 1.15 P.M.
Wednesday, 18th, 2.00 P.M.
Wednesday, 18th, 3.00 P.M.

Tsinan.....
Wednesday, 18th, 3.00 P.M.

TO DAY.
Sale, Japanese Carios, Sales Rooms, Mr. V. I. Remedies, 2.30 p.m.

Performance, Theatre Royal, City Hall, 9 p.m.

TO MORROW.
Extraordinary General Meeting of Hum-
phrey's Estate and Finance Co., Ltd. noon.

Extraordinary General Meeting of Edwards
Pty & Co., Ltd. 2.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.
16th November.

ON LONDON.—
Telegraphic Transfer 1.91
Bank Bills, on demand 1.91
Bank Bills, at 30 days' sight 1.91
Bank Bills, at 4 months' sight 1.91
Credits, at 4 months' sight 1.91
Documentary Bills, 4 months' sight 1.91

ON PARIS.—
Bank Bills, on demand 2.25
Credits, at 4 months' sight 2.25

ON GERMANY.—
On demand 1.83

ON NEW YORK.—
Bank Bills, on demand 4.34

Credit, 60 days' sight 4.44

ON BOMBAY.—
Telegraphic Transfer 1.33

Bank, on demand 1.33

ON CALCUTTA.—
Telegraphic Transfer 1.33

Bank, on demand 1.33

ON SHANGHAI.—
Bank, at sight 5.14

Private, 30 days' sight 7.25

ON YOKOHAMA.—
On demand 8.74

ON MANILA.—
On demand Nominal

ON SINGAPORE.—
On demand Nominal

ON BATAVIA.—
On demand 10.75

ON HAIPHONG.—
On demand 14.00 p.m.

ON CALCUTTA.—
On demand 62

SOVEREIGN, Bank's Buying Rate \$1.25

GOLD LEAF, 100 fine, per tael 271

BAR SILVER, per oz. 271

VESSELS EXPECTED.

THE ENGLISH MAIL.
The P. & O. steamer *Balaclava* left Singapore for this port on the 15th inst., at 1 p.m., and is due here on the 20th inst., at 4 p.m.

THE FRENCH MAIL.

The M.M. steamer *Armand Bélier* left Singapore for the 9th inst., at midnight, for this port via Saigon.

THE AMERICAN MAIL.

The P.M. steamer *Siberia* left Nagasaki on the 14th inst., at 5 p.m., for Maule, and is due there on the 18th inst., at 10 p.m.

THE INDIAN MAIL.

The steamer *Ararat* Apear, from Calcutta, left Singapore for this port on the 11th inst., at 11 a.m.

The Indo-Chine steamer *Laiang* left Calcutta for this port, via the Straits, on the 7th inst., and may be expected here on the 23rd inst.

THE GERMAN MAIL.

The Imperial German mail steamer *Hamburg* left Kobe, via Nagasaki and Shanghai, on the 15th inst., p.m., and may be expected here on the 24th inst.

The Imperial German mail steamer *Kong Albert* left Colombo on the 14th inst., p.m., and may be expected here on the 25th inst.

THE CANADIAN MAIL.

The C.P.R. steamer *Empress of Japan* left Vancouver on the 3rd inst., a.m., for Hongkong via the usual ports of call.

MERCHANT STEAMERS.

The C.N. steamer *Tainan* left Kobe for this port on the 12th inst., at daylight, and is due here to-day.

The M.A.I. steamer *Aragon*, from Hamburg, left Singapore for this port on the 11th inst., p.m., and may be expected here to-day.

The C. & M. steamer *Zafiro* left Manila on the 15th inst., at 10 a.m., and is due here to-day at 1 p.m.

The C. & M. steamer *Perla* left Iloilo on the 15th inst., a.m., and is due here to-morrow, a.m.

MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.
A.I., A.B.C., Scott's and Engineering Code
Used.

DOCK No. 1 (at TATEGAMI).

Extreme Length 523 feet.

Length on Blocks 513

Width of Entrance on Top 59 "

Width of Entrance on Bottom 77 "

Water on Blocks at Spring Tide 26 "

DOCK No. 2 (at MUKALIMA).

Extreme Length 371 feet.

Length on Blocks 350

Width of Entrance on Top 66 "

Width of Entrance on Bottom 53 "

Water on Blocks at Spring Tide 22 "

PATENT SLIP (at KOSUGE).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as REPAIRING OF SHIPS.

The COMPANY has a SALVAGE STEAMER, 712 TONS GROSS, FITTED WITH POWERFUL SALVAGE PLANT READY at SHORT NOTICE.

JOINT STOCK SHARES.

Hongkong, 10th November.

COMPANY PAID UP QUOTATIONS.

Hongkong & Shai. \$125 £104.50 £100.25

Nati. Bank of China. \$125 £104.50 £100.25

B. Shares. \$125 £104.50 £100.25

Non. Shares. \$125 £104.50 £100.25

Bell's Asbestos E. A. \$125 £104.50 £100.25

Canton-Hongkong Ice. \$125 £104.50 £100.25

Campbell, Moore & Co. \$125 £104.50 £100.25

China-Bureau Co. \$125 £104.50 £100.25

China Light and Power Co. \$125 £104.50 £100.25

Cina Prov. L. & M. \$125 £104.50 £100.25

China Sugar. \$125 £104.50 £100.25

Cigar Companies. \$125 £104.50 £100.25

Ahambra, Ltd. \$125 £104.50 £100.25

Philippine-Tobacco Trust Co. \$125 £104.50 £100.25

Cotton Mills. \$125 £104.50 £100.25

Env. International. \$125 £104.50 £100.25

Laou Kung Alow. \$125 £104.50 £100.25

Soyech. \$125 £104.50 £100.25

Hongkong. \$125 £104.50 £100.25

Dairy Farm. \$125 £104.50 £100.25

Feinwick & Co. \$125 £104.50 £100.25

Green Island Com. \$125 £104.50 £100.25

H. & C. Bakery. \$125 £104.50 £100.25

Hongkong & C. Co. \$125 £104.50 £100.25

Hongkong Electric. \$125 £104.50 £100.25

H. H. L. Transport. \$125 £104.50 £100.25

Steam. Water. Boat Co. \$125 £104.50 £100.25

Hongkong Hotel. \$125 £104.50 £100.25

H. & K. Wharf & G. \$125 £104.50 £100.25

Hongkong Hope. \$125 £104.50 £100.25

Insurance. \$125 £104.50 £100.25

Kantuo. \$125 £104.50 £100.25

Land and Building. \$125 £104.50 £100.25

Hongkong Land Inv. \$125 £104.50 £100.25

Hungpoo Estate. \$125 £104.50 £100.25

Kowloon Land & H. \$125 £104.50 £100.25

Wan Poit Building. \$125 £104.50